Approved For Release 2006/01/31 : CIA-RDP80-00810A002200210017-6

FHD 908

CLASSIFICATION SECRET/CONTROL - U. S. OFFICIALS ONLY 25X1

[redacted] INFORMATION

CENTRAL INTELLIGENCE AGENCY

REPORT [redacted]

# INFORMATION REPORT

CD NO.

| | | | |
|---|---|---|---|
| COUNTRY | East Germany | DATE DISTR | 22 September 1953 |
| SUBJECT | Repair of Locomotives in Railroad Repair Shops | NO. OF PAGES | 2 |
| PLACE ACQUIRED | [redacted] | NO. OF ENCLS. (LISTED BELOW) | 25X1 |
| DATE OF INFO. | 25X1 | SUPPLEMENT TO REPORT NO | [redacted] |

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

[redacted]

25X1

[redacted]

25X1 the following information on the numbers of locomotives repaired in railroad repair shops:

25X1

1. Numbers of locomotives repaired from 1 through 31 May 1953:

| Railroad Repair Shop | Damage Category LO | L2 | L3 | L4 | L4G | EI | Total |
|---|---|---|---|---|---|---|---|
| Berlin-Tempelhof | 4 | 6 | 9 | 2 | 1 | 1 | 23 |
| Cottbus | 5 | 11 | 4 | 5 | - | 1 | 26 |
| Chemnitz | 2 | 11 | 14 | 3 | 1 | - | 31 |
| Schlauroth | 2 | 3 | 3 | 2 | 1 | - | 11 |
| Zwickau | 6 | 11 | 5 | 3 | 2 | - | 27 |
| Meiningen | 2 | 9 | 5 | 5 | 2 | 2 | 25 |
| Halle | 1 | 13 | 11 | 6 | 1 | 1 | 33 |
| Leipzig | 2 | 16 | 9 | - | - | 1 | 28 |
| Blankenburg | 2 | 3 | 5 | - | 1 | - | 11 |
| Stendal | 5 | 10 | 5 | 10 | - | - | 30 |
| Wittenberge | 1 | 3 | 5 | 1 | - | 1 | 11 |
| Total | 32 | 96 | 75 | 37 | 9 | 7 | 256 1 |

2. Numbers of locomotives repaired from 1 January through 31 May in, and the 1953 repair quotas of, the railroad repair shops:

[redacted] ILLEGIB

CLASSIFICATION SECRET/CONTROL - U. S. OFFICIALS ONLY 25X1

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATE | X | NAVY | X | NSRB | | DISTRIBUTION | | | | | | | |
| ARMY | X | AIR | X | FBI | | | | | | | | | |

Approved For Release 2006/01/31 : CIA-RDP80-00810A002200210017-6

Approved For Release 2006/01/31 : CIA-RDP80-00810A002200210017-6



| Railroad Repair Shop | Damage Category LO T | LO P | L2 T | L2 P | L3 T | L3 P | L4 T | L4 P | L4G T | L4G P | EI T | EI P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tempelhof | 17 | 18 | 97 | 31 | 123 | 34 | 27 | 13 | 6 | 3 | 10 | 4 |
| Cottbus | 23 | 14 | 95 | 37 | 64 | 24 | 152 | 36 | 22 | 5 | 17 | 6 |
| Chemnitz | 25 | 15 | 137 | 45 | 137 | 44 | 46 | 11 | 22 | 3 | 21 | 2 |
| Schlauroth | 8 | 7 | 18 | 20 | 64 | 34 | 25 | 15 | 4 | 1 | 2 | - |
| Zwickau | 32 | 26 | 204 | 76 | 99 | 32 | 104 | 26 | 23 | 5 | 43 | 1 |
| Meiningen | 26 | 13 | 143 | 57 | 87 | 34 | 105 | 8 | 26 | 3 | 34 | 7 |
| Halle | 26 | 10 | 145 | 51 | 155 | 49 | 76 | 18 | 14 | 3 | 26 | 7 |
| Leipzig | 30 | 12 | 167 | 72 | 199 | 71 | 62 | 8 | 16 | 2 | 38 | 7 |
| Blankenburg | 7 | 8 | 21 | 13 | 54 | 22 | 23 | 5 | 4 | 2 | - | - |
| Stendal | 38 | 25 | 147 | 72 | 112 | 23 | 293 | 89 | 14 | 2 | 6 | 1 |
| Wittenberge | 8 | 4 | 23 | 14 | 56 | 25 | 34 | 11 | 2 | 1 | 4 | 3 |
| Total | 240 | 152 | 1197 | 488 | 1150 | 382 | 947 | 240 | 153 | 30 | 201 | 38 |

Note. T stands for target and represents the scheduled annual output while P stands for performance and indicates the repair performance during the period from 1 January through 31 May.

3. On 31 May, the repair of the following numbers of locomotives postponed because of lack of material:

| Damage Category LO | L2 | L2K | L3 | L4 | L4G | EI | Total |
|---|---|---|---|---|---|---|---|
| - | 10 | [redacted] | 28 | 80 | 21 | 11 | 150 |

25X1 1. [redacted] Comment. The scheduled output for May was 299 locomotives and thus was fulfilled 85 percent.

25X1 2. [redacted] Comment. The comparison of the target and performance figures indicates that the quotas in damage categories LO and L2 were fulfilled and surpassed respectively while the quotas of all the other categories were not reached. Repairs of locomotives in damage categories L3 and L4 (heavy damages) are 1 and 2 months behind the quota respectively, while the backlog is still larger in damage categories L4G and EI. The difficulties in obtaining material for repair on locomotives with heavy damages were indicated in a previous report. 25X1 [redacted]

25X1 3. [redacted] Comment. Most of the locomotives not repaired because of lack of material belong to the categories indicating heavy damages.



Approved For Release 2006/01/31 : CIA-RDP80-00810A002200210017-6